

# **FY 2017-2022 Proposed Highway Improvement Program**

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## **2017-2022 Proposed Multi-Year Plan Program Overview**

Every year, the Illinois Department of Transportation (IDOT) develops a six-year plan for how to prioritize the state's highway and bridge transportation assets. This year's proposed multi-year plan includes more than \$11 billion in projects, with more than \$2.02 billion in projected spending to take place in fiscal year (FY) 2017. The average annual level of funding in the remaining years of the program is projected at \$1.83 billion. Once again, this latest multi-year program will have a positive impact on many of our communities. But, given the existing levels of funding, the state will continue to be challenged to maintain its existing assets and even more restricted from taking on new projects that expand its system of transportation system and support economic growth.

The overall condition of state-maintained road and bridges is projected to continue to decline over the next six years. This is true despite a modest increase in federal funds coming to Illinois due to the passage of a new federal transportation bill last year and low gas prices fueling a momentary uptick in driving, resulting in slightly greater motor fuel tax revenues. Today, 79 percent of the state-maintained highway system mileage and 92 percent of our bridges are in acceptable condition. By FY 2022, the total number of highway miles in acceptable condition is projected to fall to 61 percent. Bridge conditions are anticipated to decline to 86 percent, a drop of six percentage points.

While there isn't enough funding to address all of the State's needs, there are a number of measurable outcomes of the FY 2017-2022 program. Over the next six years, it is anticipated that this program will provide:

- 2,523 miles of highway maintenance.
- 501 bridges replaced or rehabilitated.
- \$431 million for local benefits programs to help cities, counties and townships improve local roads and support economic development.
- Safety improvements to railroad crossings throughout the state.
- Targeted safety improvements along identified fatal and severe crash locations.
- Enhanced public right-of-way accessibility.

## **Where does this leave Illinois?**

The challenge for the State will be to find ways to innovate with the resources we do have in order to meet our goals at a reduced cost. Innovation alone cannot solve all of the state's infrastructure challenges. But without sustainable new revenues, it is a necessary step in providing for transportation infrastructure in Illinois.

## **New this Planning Cycle**

Under the direction of Transportation Secretary Randall Blankenhorn, IDOT made improvements to this year's program-development process. These improvements modernize the planning process by focusing on strategic project selection, ultimately providing greater value to the taxpayers of Illinois. Items of note in the FY 2017-2022 multi-year plan include: refinements to the program model that result in more realistic fiscal constraints, and new measures to help prioritize maintenance projects.

## **Safer Roads**

Illinois experienced an increase in traffic fatalities in 2015. In an effort to develop solutions to drive down fatalities, IDOT is creating a system to integrate pertinent safety data into the road and bridge design decision-making process. Safety priorities were developed using data from 2010 to 2014 on severe crashes (fatal and incapacitating injury crashes) to help identify project priorities. Among the findings:

- In 2015, there were 998 roadway fatalities in Illinois, according to provisional data
- 46 percent of the fatalities occurred on state routes; 54 percent occurred on local routes.
- More than half of 2015 fatalities were accidents in which a vehicle had driven off the road.
- Nearly a quarter of fatalities were at intersections.
- Weekend fatalities accounted for almost half of all severe crashes.
- 15 percent of fatalities were pedestrians.
- Younger drivers (15 to 20 years old) and older drivers (65+ years old) are over-represented in traffic fatalities.

## **Performance Measures**

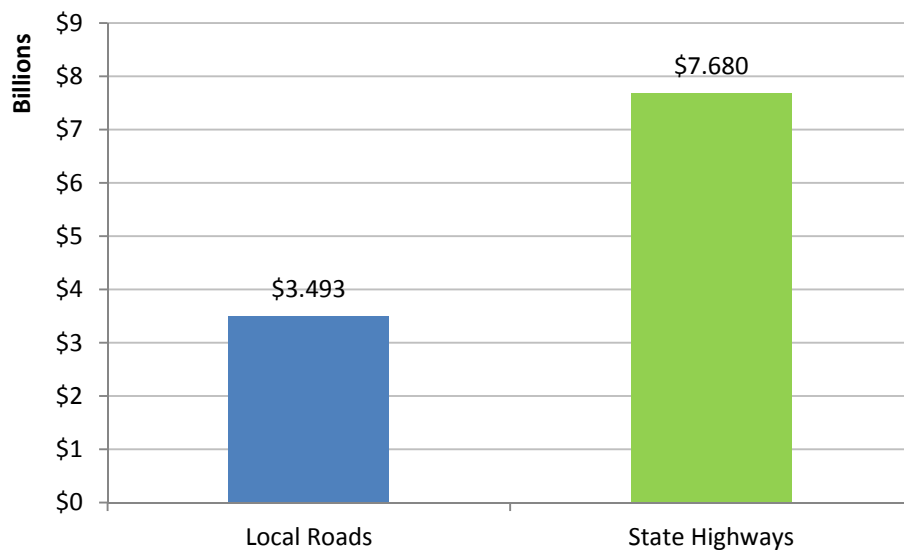
In this program, IDOT implemented a tiered approach to evaluating projects based on Average Daily Traffic (ADT). This new approach segmented roads into different categories based on ADT, allowing staff to further refine and prioritize projects based upon use. In past programs, IDOT has maintained a goal of 90 percent of state roads and 93 percent of bridges remain at acceptable or good condition. Presently, 79 percent of highways and 92 percent of bridges are in good condition. Under current levels of funding, it is projected that at the conclusion of FY 2022, the number of state-maintained roads in good condition will decline to 61 percent and bridges are projected to decline to 86 percent.

Because system maintenance needs clearly outweigh the levels of funding available, IDOT needs to make data-driven decisions to prioritize investments. By applying existing data, like ADT, in a tiered approach, IDOT can prioritize maintenance on roads and bridges that are more heavily used to ensure these facilities remain in a state of good repair. The results of this new approach will be monitored and adjusted accordingly.

## Program Distribution

As mentioned previously, this year's plan includes more than \$11 billion in projects. This \$11 billion is divided between state highways and local roads (see Table 1). Local units of government – municipalities, townships, and counties – will receive 31 percent, or nearly \$3.5 billion, for specific local needs. State highways, or roads that are owned and maintained by the state and not under the jurisdiction of the Illinois Tollway, will receive 69 percent of the total program.

**Table 1. FY 2017-2022 Program Distribution (\$ Billions)**



The multi-year plan is developed around four major priorities, each of which emphasizes safety:

**System Maintenance.** Reconstruction, resurfacing, widening and safety projects.

**Bridge Maintenance.** Bridge replacement, rehabilitation projects and minor structure repairs.

**Congestion Mitigation.** Major projects that reduce traffic congestion in urban areas and other improvements that enhance traffic flow.

**System Expansion.** New roads and other projects that increase access and promote economic development.

**Table 2. FY 2017-2022 State Program Distribution (\$ Billions)**

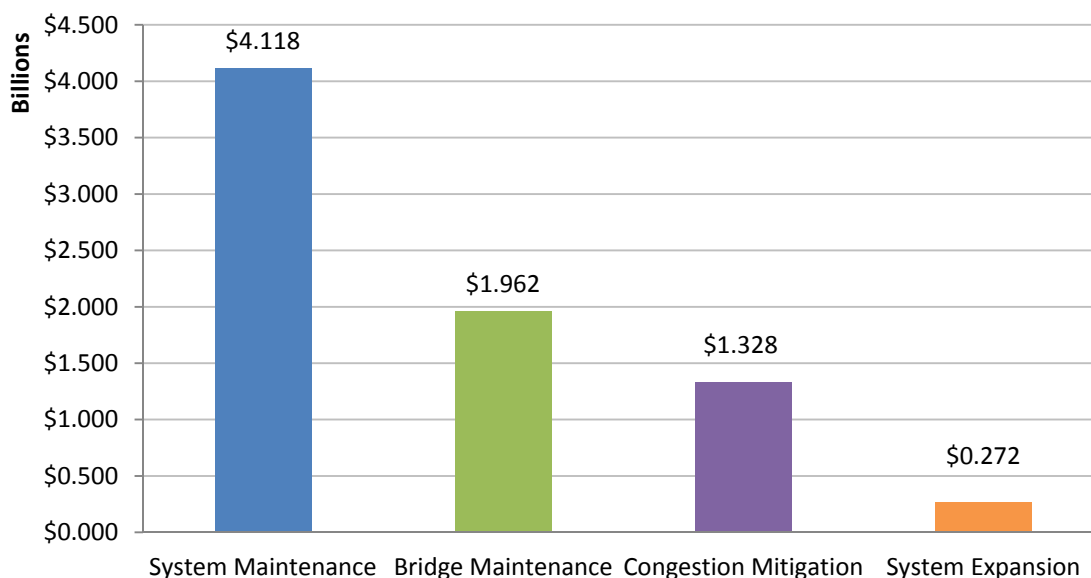


Table 2 illustrates the breakdown of the \$7.68 billion that will be spent on state highways. More than \$4 billion is scheduled for reconstruction, resurfacing, widening and safety projects. This includes more than \$738 million for interstate resurfacing projects and \$466 million for safety improvements. The department's Americans with Disabilities Act (ADA) Transition Plan will specifically target removing barriers to pedestrians to ensure ADA compliance. Nearly \$2 billion is scheduled to address bridge needs and more than \$1 billion is scheduled to address traffic congestion. System expansion projects will receive \$272 million to build new roads to increase access and to encourage economic development.

### Project Highlights

The proposed multi-year plan outlines the maintenance and capital needs for one of the country's most robust transportation systems. Project highlights from across the state are included below. Greater detail on these and other projects are included in the multi-year plan.

**Interstate 55 Managed Lanes.** Interstate 55 is no longer capable of meeting the region's needs. It currently handles 170,000 vehicles a day and growing – 250,000 a day are expected by 2040. Included in this number are a lot of trucks – about 15 percent of all traffic – hauling freight in and out of Chicago. The route is congested up to 10 hours a day on average. The situation is unacceptable. To address these challenges, IDOT is currently undergoing a study of alternatives for expanding the corridor to better meet motorist and freight demands. In 2015, IDOT held a public open house to get feedback and narrow down the preferred alternative to pursue going forward. A final decision likely will be made later 2016, contingent on approval from the Federal Highway Administration (FHWA).

A joint resolution has been submitted in the General Assembly to proceed with this project as a public-private partnership, a P3. A 2011 state law allows IDOT to build, finance, operate, and maintain highway projects using public-private partnerships, as long as the General Assembly adopts a resolution in support of the project. That law is modeled on best practices from across the country and includes opportunities for public hearings and input. While managed lanes have been successful in other states as P3s, the I-55 project would be a first for Illinois.



**Jane Byrne Interchange.** The reconstruction of the Jane Byrne Interchange – connecting Interstates 90, 94, 290 and Congress Parkway in Chicago – has made significant progress over the last year. Consistently ranked as one of the nation's worst bottlenecks, the Jane Byrne Interchange is critical to the nation's transportation system, particularly for freight movement. Of the more than 400,000 vehicles per day, 33,000 are trucks; this traffic significantly impacts roadway capacity and levels of service. The overall \$600 million interchange project is anticipated to be complete by 2020, providing improved safety, traffic flow and travel times.

**US 24 resurfacing in Peoria County.** The US 24 resurfacing project from Banner to Kingston Mines will use innovative approaches to address premature failure of the centerline joint of the road. This will produce a good performing centerline joint at a reasonable cost, reducing the need for a full replacement of the centerline in the near term.

**Interstate 57 and Interstate 74 Interchange in Champaign County.** The interchange at Interstate 57 and Interstate 74 in Champaign County is in need of reconstruction. This interchange has been identified as a key component to providing efficient freight movement in Illinois. IDOT is proposing to develop a semi-directional interchange, which will reduce design costs and minimize impacts to the surrounding property owners when compared to a fully-directional interchange.

**Illinois 115 over Gar Creek in Kankakee County.** IDOT will be using an accelerated bridge construction process for a new bridge on Illinois 115 in Kankakee County. On this project, IDOT will minimize traffic detour delays, shorten the project delivery timeline and enhance roadway safety by utilizing slide-in-bridge-construction techniques. The slide-in-bridge-construction technique has been highlighted by the FHWA's Every Day Count's program, which is focused on finding ways to deliver transportation projects better, faster and smarter. This method of construction will greatly reduce the impact to the motorists and increase the safety for the workers by allowing a majority of the work to be completed away from the roadway.

**US 54 Mississippi River Bridge in Pike County.** This project spans the Mississippi River between Missouri and Illinois. Together, the Missouri Department of Transportation and IDOT will deliver this project through a design-build partnership (with Missouri as the lead agency) to reduce the duration of the construction timeline and save money. Missouri and Illinois received a \$10 million federal TIGER grant for this project.

## **Technical Summary**

The Illinois Department of Transportation's FY 2017-2022 Proposed Highway Improvement Program totals \$11.173 billion and includes a Fiscal Year (FY) 2017 annual program of \$2.023 billion. These numbers are significantly higher than envisioned one year ago. There are a number of factors that can help explain this:

### **Federal Funds**

Since the FY 2016 annual element was enacted last year, the federal government has adopted a new multi-year highway program Fixing America's Surface Transportation (FAST Act) to replace the shorter term and recently extended Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). This change has greatly reduced the uncertainty the department was facing last year in terms of potentially available federal funds. As a result of these changes (higher funding, greater certainty about the availability of federal obligation limitation over the course of the State's MYP), the department was able to increase the program size accordingly.

The greater certainty of higher funding levels from the FAST Act and the additional federal funds from a model change has added almost \$1 billion in federal reimbursements to the financial plan.

### **State Funds**

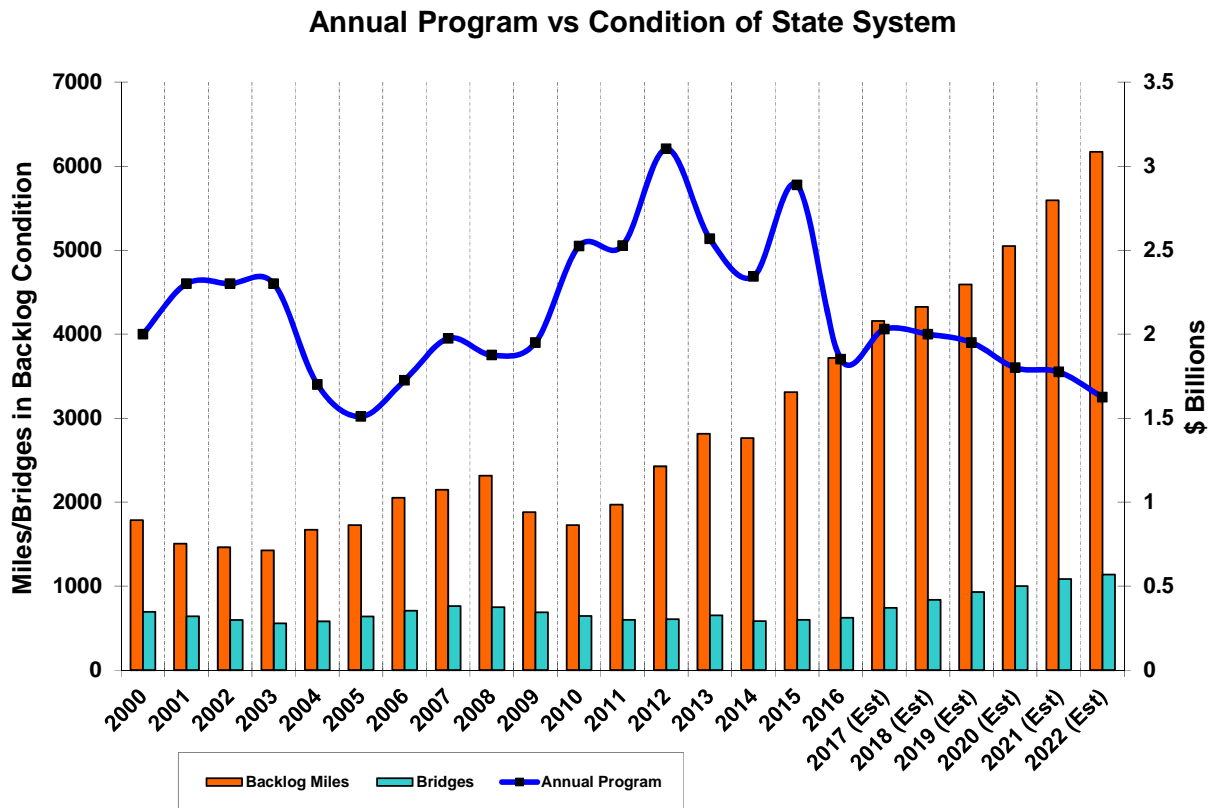
The outlook for State funds, especially Motor Fuel Tax revenue, but also Motor Vehicle Registration fees, has also improved relative to last year. It now appears that the recent trend of declining Motor Fuel Tax collections (from FY 2007-2013) may be reversing, at least for now. While not returning to the trend that was in place prior to FY 2008, the outlook for motor fuel consumption is now more positive: slight growth with little or no decline over the next six years.

Similarly, while Motor Vehicle Registration revenues came in slightly below projections in FY 2015, recent developments, including record new passenger vehicle sales nationwide, have contributed to an improved outlook for this source as well.

### **Spending**

At the same time that the outlook for revenue from both Federal and State sources has improved, so has the outlook for non-construction spending. Under the Governor's FY 2017 State Budget as presented earlier this year, certain Road Fund supported expenditures are to be switched to other sources. Furthermore, lower levels of on-board personnel and anticipated changes in operations expenditures have helped to hold down anticipated non-construction spending by an estimated \$175 million relative to last year's projections for FY 2016-2021.

While 79 percent of the state-maintained highway system mileage and 92 percent of our bridges are in acceptable condition today, by FY 2022 the state-maintained mileage will be at 61 percent acceptable and state maintained bridges are anticipated to drop to 86 percent acceptable.



In the development of this proposed highway improvement program, maintaining the system of roads and bridges under state jurisdiction is the primary priority. The vast majority of funds are allocated to projects that improve the condition of Illinois' roads and bridges. A concerted effort is being made to address the bridge system condition goal and to keep roadways as safe and well-maintained as possible.

IDOT has identified four vital elements for the state highway system with roadway safety as an overarching goal. These vital elements are:

- System Maintenance: reconstruction, resurfacing/widening and safety projects.
- Bridge Maintenance: bridge replacement and rehabilitation projects and minor structure repairs.
- Congestion Mitigation: major projects that reduce traffic congestion in urban areas and other improvements that improve traffic flow.

- System Expansion: new roads and other projects that increase access and promote economic development.

The FY 2017-2022 Proposed Highway Improvement Program will:

- Provide funding to maintain 2,523 miles of highways and replace or rehabilitate 501 bridges.
- Provide \$431 million for local benefits programs to help cities, counties and townships improve local roads and support economic development.
- Provide funding for railroad crossing safety improvements throughout the state.
- Enhance highway safety as part of IDOT's regular highway improvement program by targeting specific fatal and severe crash locations and addressing statewide safety concerns.
- Enhance public right-of-way accessibility as part of IDOT's regular highway improvement program by removing barriers to accessibility as identified in IDOT's ADA Transition Plan.

The following \$11.173 billion program outline for FY 2017-2022 is IDOT's six-year plan. IDOT will publish the final annual program for FY 2017 later this summer.

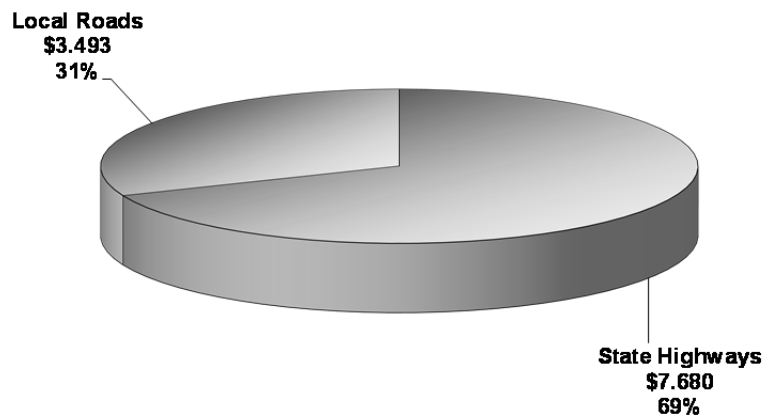
### **FY 2017-2022 Program Funding**

The \$11.173 billion highway improvement program for FY 2017-2022 includes \$7.68 billion for improvements to the state highway system with \$3.493 billion available for the local highway system. This available funding for local system projects is over and above regular state motor fuel tax allotments made directly to local governments.

**FY 2017-2022 PROGRAM DISTRIBUTION  
(\$Billions)**

<u>Program Distribution</u>	<u>FY 2017</u>	<u>Total FY 2017-2022</u>	<u>Average Annual FY 2017-2022</u>
State Highways	1.368	7.680	1.28
Local Roads and Streets	<u>0.655</u>	<u>3.493</u>	<u>0.582</u>
Total	2.023	11.173	1.862

**FY 2017-2022 Program Distribution  
\$Billions**



**Federal Funding (FAST Act)**

Federal funding for the construction of highways, bridges and highway safety projects was re-authorized as part of the Fixing America's Surface Transportation Act (FAST Act). This is the first long-term comprehensive surface transportation reauthorization since the enactment of SAFETEA-LU in 2005. The FAST Act was signed into law on December 4, 2015. The FAST Act is a five-year \$305 billion surface transportation reauthorization bill that provides program authorizations for Federal Fiscal Years (FFY) 2016 through 2020. The FAST Act also provides

program authorizations for public transportation and for rail programs. The FAST Act modestly increases overall national highway funding with a 5 percent increase between FFY 2015 to FFY 2016, followed by 2 percent increases in the ensuing years, specifically designed to offset projected inflation during those years.

For Illinois, the FAST Act delivers approximately \$7.5 billion in federal funding for highways and bridges over five years, which equates to an annual average of \$1.506 billion per year. Comparatively, under MAP-21, Illinois received an annual average of \$1.372 billion per year. The FAST Act continues to distribute nearly 93 percent of all Federal-aid Highway Program funding to state transportation departments through six core formula programs, funded at more than \$6.2 billion nationwide throughout the term of the bill. The remaining FAST Act funding is through discretionary programs, such as the Nationally Significant Freight and Highway Projects Program, which is funded at an annual average of \$900 million per year. This program was established by Congress to improve the movement of freight and people. Illinois and other states will be competing for discretionary funding from this program and other discretionary programs.

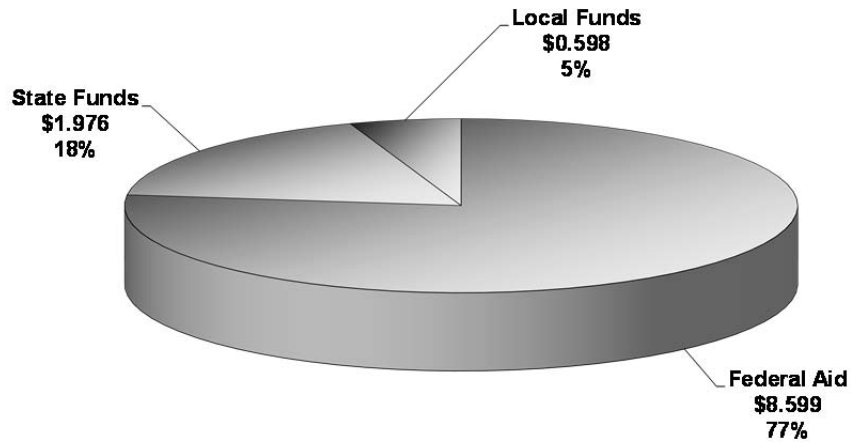
Illinois continues to rank sixth nationally in terms of aggregate federal funding for highways and bridges under the FAST Act and maintains its overall share of federal funding at 3.63 percent.

The following table and chart summarize program funding for FY 2017-2022.

**FY 2017-2022 PROGRAM FUNDING  
(\$Billions)**

<u>Fund Source</u>	<u>FY 2017</u>	<u>Total FY 2017-2022</u>	<u>Average Annual FY 2017-2022</u>
Federal Aid	1.441	8.599	1.433
State Funds	0.482	1.976	0.329
Local Funds	<u>0.100</u>	<u>0.598</u>	<u>0.100</u>
Total	2.023	11.173	1.862

**FY 2017-2022 Program Fund Sources  
\$ Billions**



**Funding for State Projects**

State funds for this highway program are primarily generated from motor fuel taxes and motor vehicle registration fees. The \$1.976 billion in state funds are utilized for a variety of purposes in program development. The \$7.68 billion state highway system program continues emphasis on maintaining the existing state road and bridge system while also providing limited funding for needed congestion mitigation and system expansion projects. The proposed six-year program will maintain 2,523 miles of highways and replace or rehabilitate 501 bridges. Anticipated accomplishments for the FY 2017-2022 program are summarized in the following table.

**FY 2017-2022 PROGRAM ACCOMPLISHMENTS  
STATE HIGHWAY SYSTEM**

<u>System Maintenance</u>	
Interstate (miles)	376
Non-Interstate (miles)	2,147
Safety Locations (number)	29
<u>Bridge Maintenance</u>	
Interstate (number)	185
Non-Interstate (number)	316
New Bridges (number)	26
Minor Structural Repairs (number)	467
<u>Congestion Mitigation</u>	
Roads (miles)	33
Traffic Improvements (number)	118
<u>System Expansion</u>	
Roads (miles)	5
Locations (number)	0

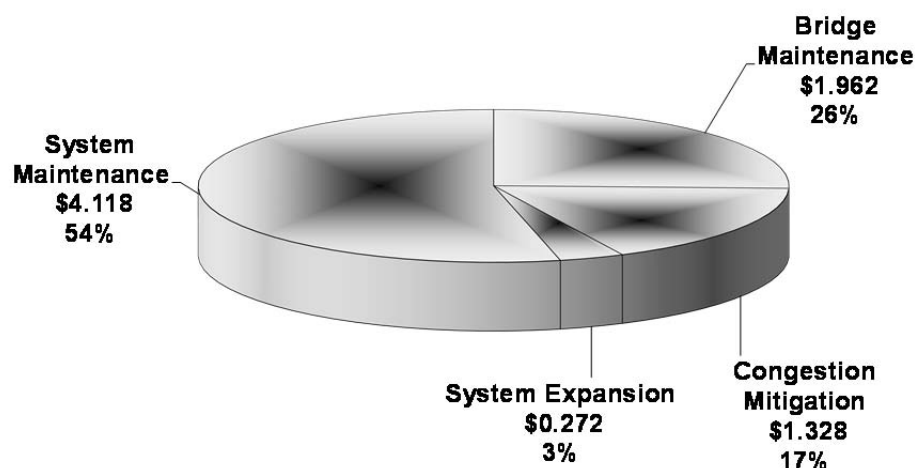
The FY 2017-2022 state program can be summarized by four major priorities:

- System Maintenance: \$4.118 billion is scheduled for reconstruction, resurfacing/widening and safety projects. This includes \$738 million for Interstate resurfacing projects and \$466 million for safety improvements. ADA Transition Plan work will be a part of system maintenance specifically targeting projects that remove barriers.
- Bridge Maintenance: \$1.962 billion is scheduled to address bridge needs.
- Congestion Mitigation: \$1.328 billion is scheduled to address traffic congestion. This includes \$478 million for construction of the new Interstate 74 bridge over the Mississippi River and connecting roadways in the Quad Cities.
- System Expansion: \$272 million is scheduled to build new roads to increase access and to encourage economic development.

The distribution of these major priorities can be seen in the following pie chart. About 80 percent of the state program is allocated to maintaining Illinois roads and bridges. The remaining 20 percent is for needed congestion mitigation and system expansion projects.



### FY 2017-2022 State Program Distribution \$ Billions



### System Performance and Needs

Before the implementation of *American Recovery and Reinvestment Act (ARRA)* and the *Jump Start Capital Plan/Accelerated Construction Program* in 2009 and 2010, state roads were deteriorating quickly with little potential for system condition improvement. The backlog of roads and bridges in need of repair was increasing significantly. However, as a result of the additional funding, the department was able to temporarily improve the deteriorating condition of state roads and bridges. The rate of deterioration of roads and bridges was also temporarily slowed. However, one-time infusions of federal funds and bond programs are both non-sustainable revenue sources. Although the funding made available is welcome, there are also significant negative economic, performance and planning issues associated with such “boom and bust” program cycles. This short-term infusion of funding makes immediate improvements, but does not address the long term system condition. The backlog of state miles that need improvement is rapidly growing and is expected to significantly grow during this proposed highway improvement program. Based on the latest available data, 79 percent of state-maintained highway system mileage is acceptable. In addition, 92 percent of state-maintained structures are in acceptable condition. Safely maintaining the system of roads and bridges under state jurisdiction is the primary priority in the development of this highway improvement program. The vast majority of funds are allocated to projects that improve the condition of Illinois’ roads and bridges. A concerted effort was made to maintain the department’s bridge system condition and to keep roadways as safe and well-maintained as possible. However, given the current economic and budget pressures in Illinois, and the expected uptick of system condition needs, the department will not be able to maintain the current levels of acceptable condition on the

state highway system. IDOT-maintained bridges are anticipated to be 86 percent acceptable at the end of FY 2022. In order to achieve this level, IDOT-maintained mileage is expected to drop to 61 percent acceptable at the end of FY 2022. Note that the predicted condition for roads and bridges is basically the same as the previous MYP.

## **Performance Metrics and System Condition**

The department, through the Office of Planning and Programming, conducts a Condition Rating Survey (CRS) to assess pavement condition on the approximately 16,000-mile state highway system. The CRS is an important tool to assist the department with its pavement management activities. The CRS value, a measure of the predominant distresses for a pavement section, indicates the current condition of the pavement. The CRS serves several functions. It is a factor in highway program development, it provides an opportunity to review the highway network, it provides overall condition of the state highway system, it gives input to the legislative/budgeting process and it allows calculation of pavement needs.

The CRS value is a rating on a scale from 1.0 to 9.0 where 1.0 represents a completely failed pavement and 9.0 represents a pavement in its best/new condition. Pavements in Excellent condition fall into the range of 9.0 to 7.6. Pavements in Good condition are in the range of 7.5 to 6.1. Pavements in Fair condition range from 6.0 to 4.6 and pavements in Poor condition range from 4.5 to 1.0.

The CRS value assigned to a pavement section, together with the average daily traffic the roadway carries and its functional importance, is used to prioritize roadway deficiencies or needs. The general need categories used by the department are Backlog, Accruing and Adequate. Backlog means that pavement condition has deteriorated to the level where an improvement is recommended now. If the improvement is delayed, the ultimate cost would be much higher. Accruing means that pavement condition is expected to deteriorate to Backlog condition within the highway program timeframe. Adequate means that pavement condition is not expected to deteriorate to Backlog condition within the highway program timeframe. The Acceptable percentage is the ratio of the Accruing plus Adequate mileage to the total highway mileage.

The department manages the state bridge system using a wide-ranging process that incorporates inspection and inventory data, needs analysis and funding allocation methods in order to maximize efficient use of available funds and address the defined system condition goal. The national Bridge Inspection Program (NBIP) was developed by the Federal Highway Administration (FHWA) as a result of the Federal-Aid Highway Act of 1968, which requires the inventory and inspection of the nation's bridges. Federal regulations established the requirements for inspection procedures, frequency of inspections, qualifications of personnel, inspection reports and preparation and maintenance of a state bridge inventory for bridges greater than 20 feet in length.

Bridge needs in Illinois are identified through the use of current inspection and inventory data. The department evaluates bridges and groups them into four categories: Backlog, Short-term Accruing, Long-term Accruing, and Adequate condition. Initially, each bridge is examined by using the structure inspection rating and appraisal data and other criteria such as accident data, load limits, route, and traffic volume. For each program development cycle, the bridge inventory is reevaluated for additional candidate bridges for inclusion in the multi-year and annual

programs and to verify changes in the condition and status of the bridges that were included in the previous MYP.

This information is not all-inclusive with respect to how projects are selected or prioritized, but it does provide some insight into the department's program development process.

The department, through the Office of Program Development and the Office of Project Implementation, conducted a self-evaluation to identify access barriers in IDOT's programs and services. The results of the self-evaluation were incorporated into the department's ADA Transition Plan and set a benchmark from which to determine annual barrier removal goals and accomplishments.

The project lists for this program show a significant amount of information that is used to identify and select System Maintenance and Bridge Maintenance projects. For System Maintenance projects, some of the information includes Needs Category, International Roughness Index (IRI), Average Daily Traffic (ADT) and others. The Needs Category is divided into three subcategories: Backlog, Accruing and Adequate, as explained previously. The IRI information is generally indicative of how rough a roadway is and also divided into three subcategories: Not Acceptable, Acceptable and Good. The ADT information indicates the number of vehicles the roadway experiences on a daily average.

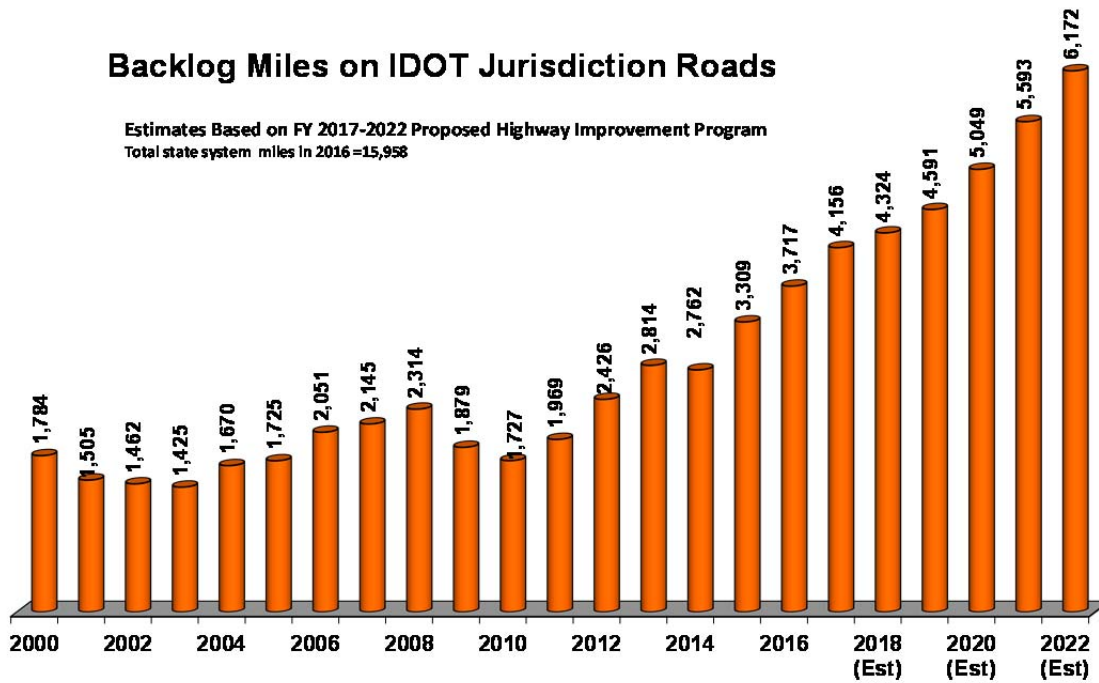
For Bridge Maintenance projects, additional information includes ADT, structure status and others. Structure status is similar to the Needs Category information for roads, with additional information regarding whether the need is structural or functional.

For both roads and bridges, it is indicated if the road or structure is included in the National Highway System (NHS). This information becomes more and more important as federal highway authorizations place more and more emphasis on the condition and performance of the NHS as a performance metric for the States.

The following bar charts compare historical backlog needs for IDOT-maintained roads and bridges beginning in 2000 with estimated backlog needs through the FY 2017-2022 program timeframe.

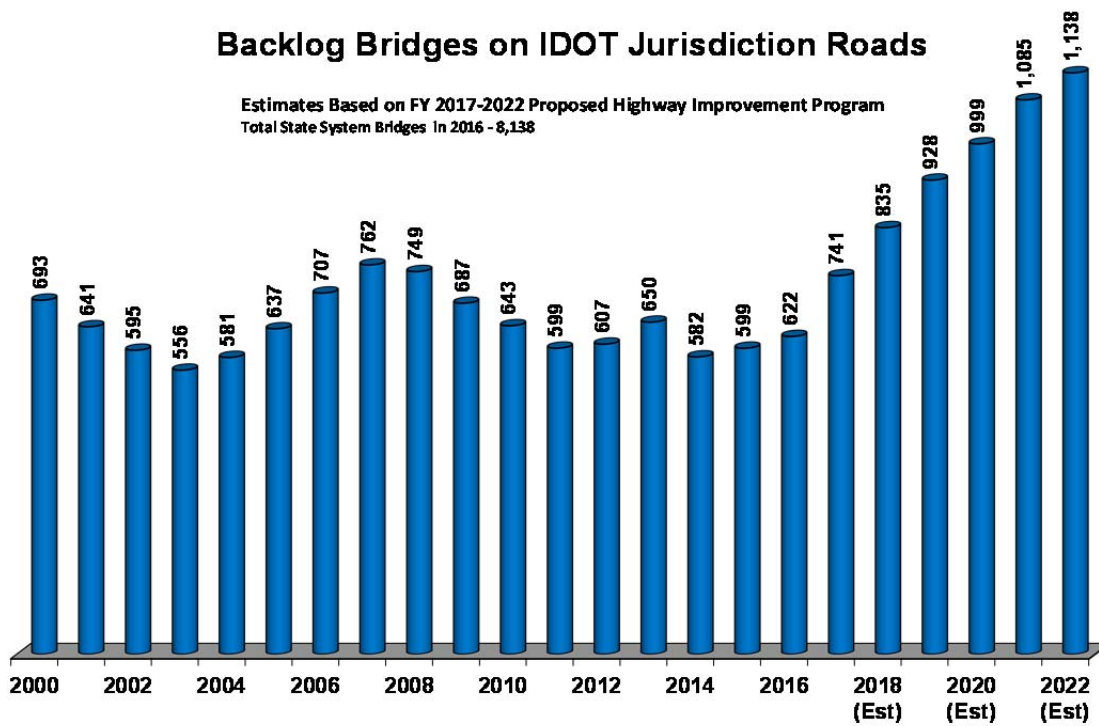
## Backlog Miles on IDOT Jurisdiction Roads

Estimates Based on FY 2017-2022 Proposed Highway Improvement Program  
Total state system miles in 2016 = 15,958



## Backlog Bridges on IDOT Jurisdiction Roads

Estimates Based on FY 2017-2022 Proposed Highway Improvement Program  
Total State System Bridges in 2016 = 8,138



## **ILLINOIS DEPARTMENT OF TRANSPORTATION HIGHWAY PROGRAM PLANNING AND DEVELOPMENT PROCESS**

### **Program Objectives**

- Preserve and maintain the existing highway system of roads and bridges.
- Upgrade existing facilities for congestion mitigation and safety improvements.
- Expand the system to enhance economic development.

### **Program Planning**

- Estimate revenues from federal and state sources.
- Deduct costs for administration, maintenance and operations, certain other state agency operations and bond debt service to determine available funds. Determine the annual amount as well as the multi-year period.
- Assess highway needs for preservation, increased capacity and expansion of the highway system.
  - Assess physical condition of the highway system, including bridges, using technical data and processes.
  - Identify crash locations and safety needs.
  - Identify needed additional capacity improvements on existing roads and new major arterials to relieve congestion and enhance economic development.
- Factors considered when developing proposed projects include: pavement and structural condition ratings, type and volume of traffic being served, functional importance of the route, accident history and geometrics.
- Public input is also taken into consideration in developing proposed projects.
- Funding targets and technical guidelines are issued to the Illinois Department of Transportation's (IDOT) nine highway districts to develop, prioritize and submit projects for inclusion in the Multi-Year Program (MYP). This guarantees statewide consistency in the overall level of service and ensures that each district is achieving the overall objectives of IDOT.
- Engineering, land acquisition, utility adjustments and construction are scheduled for each project as needed.
- The anticipated fiscal year for construction is dependent on the status of preconstruction activities and availability of resources.
- An annual element is identified that forms the basis of the proposed highway improvement program for the upcoming fiscal year.

- The program is reviewed and announced upon approval of the Governor.

The published MYP is a highway improvement program developed by engineers using technical data. It is presented to the General Assembly and the public for review and discussion during the appropriation process.

### **Major Project Highlights**

The following major projects are tentatively scheduled during FY 2017-2022.

#### **Northeastern Illinois**

- **Interstate 55 (Stevenson Expressway) in Cook, DuPage and Will Counties.** IDOT will be evaluating, designing and constructing improvements to I-55 and evaluating potential interchanges with Illinois 129, Lorenzo Road and County Farm Road. A total of \$57 million is included in FY 2017-2022 for resurfacing from Weber Road to Willow Springs Road and east of Pulaski Road along with bridge deck repairs, bridge joint repair, construction engineering and drainage improvements east of Pulaski Road. Also included in FY 2017-2022 is \$144.7 million for interchange reconstruction, bridge replacement, reconstruction of 8.1 miles, widening and resurfacing on 2.5 miles, addition of auxiliary lanes, construction engineering, engineering for contract plans, land acquisition and utility adjustments along the corridor.
- **Interstate 55 (Stevenson Expressway) from Interstate 355 (Veterans Memorial Tollway) to Interstate 90/94 (Dan Ryan Expressway) Managed Lanes in DuPage and Cook Counties.** Engineering for design, location and environmental studies, engineering for contract plans and construction engineering oversight are programmed during FY 2017-2022 at an estimated cost of \$68.5 million. Of this total, \$60.5 million is included in FY 2017 for engineering for design, location and environmental studies and engineering for contract plans. The scope of work for this project is anticipated to include the addition of one managed lane in each direction within the existing median of Interstate 55. The corridor is anticipated to include the practice of Intelligent Transportation Systems (ITS) which will support congestion management strategies. By having a tolling component as part of the project the Department is exploring many different options to deliver this much needed project to the region. In January 2016, the Department advertised for a P3 (Public-Private Partnership) advisor to assist in the procurement for the managed lane study for the purpose of leveraging private investments for innovative project delivery.
- **Interstate 80 from Ridge Road to US 30 (Lincoln Highway) in Joliet, New Lenox and Minooka.** Advanced bridge work within the corridor including bridge superstructures, bridge replacements, substructure widening, new bridge decks, bridge widening, reconstruction of 1.4 miles, land acquisition, engineering for contract plans, utility adjustments and railroad flaggers, as well as location and environmental studies for ultimate corridor improvements are programmed during FY 2017-2022 at an estimated cost of \$84.2 million. Of this total, \$1.5 million is included in FY 2017 for engineering for design, location and environmental studies and land acquisition. *Provides for efficient freight movement.*
- **Interstate 90/Illinois 72 (Kennedy Expressway) on Interstate 90 eastbound from Illinois 171 (Cumberland Avenue) to Illinois 43 (Harlem Avenue) and on Illinois 72 from Oriole Avenue to Illinois 43 (Harlem Avenue) in Chicago.** Auxiliary lanes for 2.1 miles, resurfacing, ramp repair, retaining wall, drainage improvements, lighting, new signing, noise barriers, miscellaneous work, construction engineering and engineering for contract plans are programmed during FY 2017-2022 at a cost of \$31.9 million. Of this total, \$20.3 million is included in FY 2017 for 2.1 miles of auxiliary

lanes, resurfacing, ramp repair, retaining wall, drainage improvements, lighting, new signing, miscellaneous work, construction engineering and engineering for contract plans. *Provides for efficient freight movement.*

- **Interstate 90/190 (Kennedy Expressway) at Cumberland Avenue (Cumberland Flyover) in Chicago.** New bridge construction and retaining walls are programmed in FY 2017 at an estimated cost of \$15.3 million. The Cumberland Flyover Bridge is proposed to address the severe weaving maneuvers that occur at the point where traffic from Interstate 190, Interstate 90 and Interstate 294 merge to access the Cumberland Avenue interchange. Construction of a new flyover bridge from the eastbound Jane Addams Memorial Tollway consists of four spans spanning the CTA Blue Line and eastbound Interstate 190. In addition, there is construction of four retaining walls located east and west of the flyover bridge structure. *Provides for efficient freight movement.*
- **Interstate 90/94 (Kennedy Expressway) from Interstate 94 (Edens Expressway) to Hubbard Street in Chicago.** A total of 38 bridge deck overlays, engineering for design, location and environmental studies and engineering for contract plans are programmed during FY 2018-2022 at an estimated cost of \$68.4 million.
- **Interstate 90/94 at Interstate 290/Congress Parkway (Jane Byrne Interchange) in Chicago.** Interchange reconstruction, reconstruction, retaining walls, bridge replacement, bridge rehabilitation, lighting, noise barriers, landscaping, miscellaneous work, construction engineering, engineering for contract plans, land acquisition and railroad flaggers are programmed during FY 2017-2022 at an estimated cost of \$435.4 million. Of this total, \$54 million is included in FY 2017 for 1 mile of reconstruction, lighting, noise barriers, and retaining wall on westbound mainline along I-290 outbound from I-90/94 (Kennedy Expressway) to Racine Avenue, 0.6 mile of reconstruction, bridge rehabilitation, retaining wall and lighting along Congress Parkway westbound mainline structure east of Des Plaines Avenue and removal and replacement of the existing westbound bridge over Interstate 90/94 and 0.2 mile of reconstruction, lighting and retaining wall on the northbound I-90/94 (Dan Ryan Expressway) to the eastbound Congress Parkway ramp east of the post office. Also included in this total for FY 2017 is an additional \$6.7 million for land acquisition and engineering for contract plans. The I-90/94 (Kennedy Expressway) and I-290 Jane Byrne Interchange in downtown Chicago is one of the worst bottlenecks in the country for traffic congestion. The Jane Byrne Interchange links the Dan Ryan Expressway (I-90/94) to the south, the Eisenhower Expressway (I-290) to the west, Congress Parkway to the east and the Kennedy Expressway (I-90/94) to the north. The interchange is congested for many hours of the day causing substantial backups in every direction. *Provides for efficient freight movement.*
- **Interstate 290 (Eisenhower Expressway) at Salt Creek in Addison.** Bridge replacement, utility adjustments, engineering for contract plans and construction engineering are programmed during FY 2017-2022 at an estimated cost of \$22 million. Of this total, \$750,000 is included in FY 2017 for engineering for contract plans. This project has been approved for *Illinois Major Bridge Program* funding.
- **Interstate 290 (Eisenhower Expressway) at Des Plaines River in Forest Park.** A pump station, water main, engineering for contract plans and construction engineering are programmed during FY 2017-2022 at an estimated cost of \$42.7 million. Of this total, \$2.7 million is included in FY 2017 for engineering for contract plans.
- **Illinois 21 (Milwaukee Avenue) from north of Sanders Road to south of Euclid Avenue in Glenview.** Intersection improvement, reconstruction, traffic signal modernization, signal timing, land acquisition, engineering for right-of-way and construction engineering are programmed during FY 2018-2022 at an estimated cost of \$12.2 million.
- **Illinois 22 (Half Day Road) from Quentin Road to west of Illinois 83 (Mundelein Road) in Kildeer and Long Grove.** Additional lanes for 3.5 miles, retaining wall, culvert replacement, engineering for

contract plans, construction engineering, land acquisition and utility adjustments are programmed during FY 2017-2022 at an estimated cost of \$57.7 million. Of this total, \$5 million is included in FY 2017 for land acquisition.

- **Illinois 43 (Harlem Avenue) over US 12/20 (95<sup>th</sup> Street) 0.6 mile north of Interstate 294 (Tri-State Tollway) in Bridgeview.** Bridge rehabilitation, bridge widening, interchange reconstruction, land acquisition, a pump station, construction engineering, lighting, a railroad flagger and utility adjustments are programmed during FY 2018-2022 at an estimated cost of \$37.9 million.
- **Illinois 43 (Harlem Avenue) at Sanitary and Ship Canal in Forest View.** Bridge rehabilitation, engineering for design, location and environmental studies, engineering for contract plans and construction engineering are programmed during FY 2017-2022 at an estimated cost of \$15.7 million. Of this total, \$460,000 is included in FY 2017 for engineering for design, location and environmental studies.
- **Illinois 47 at Kishwaukee River in McHenry County.** Bridge replacement, land acquisition and construction engineering are programmed during FY 2018-2022 at an estimated cost of \$7.7 million.
- **Illinois 53 from south of US 12 (Rand Road) to Illinois 62 (Algonquin Road) in Rolling Meadows, Palatine and Arlington Heights.** Bridge rehabilitation, engineering for design, location and environmental studies, engineering for contract plans and construction engineering are programmed during FY 2018-2022 at an estimated cost of \$36.1 million.
- **Illinois 56 (Butterfield Rd) from west of Illinois 53 to west of Interstate 355 and at Illinois 53 in Downers Grove.** Intersection reconstruction, bridge rehabilitation, reconstruction of 2 miles, noise barriers, retaining wall, additional lanes, ADA improvements, land acquisition, construction engineering and utility adjustments are programmed during FY 2018-2022 at an estimated cost of \$30.4 million.
- **Barrington Road from south of Illinois 62 (Algonquin Road) to Mundhank Road in South Barrington.** Additional lanes for 0.8 mile, culvert rehabilitation, engineering for contract plans, land acquisition, construction engineering and utility adjustments are programmed during FY 2018-2022 at an estimated cost of \$21.6 million.
- **Cermak Road over IHB Railroad and Gardner Road, 25<sup>th</sup> Avenue and Addison Creek in Broadview.** Bridge Superstructure, new bridge deck, engineering for design, location and environmental studies, engineering for contract plans, construction engineering and a railroad flagger are programmed during FY 2017-2022 at an estimated cost of \$12.5 million. Of this total, \$300,000 is included in FY 2017 for engineering for design, location and environmental studies. This project has been approved for *Illinois Major Bridge Program* funding.
- **Willow Road from East of Des Plaines River to Culligan Parkway in Prospect Heights and Glenview.** Reconstruction of nearly 1 mile, intersection improvement, noise barriers, land acquisition, construction engineering, lighting and utility adjustments are programmed during FY 2018-2022 at an estimated cost of \$23 million.
- **Wood Street from north of the Little Calumet River to south of US 6 (159<sup>th</sup> Street) in Harvey, Dixmoor, Riverdale and Blue Island.** Additional lanes for 3.7 miles, bridge repair, retaining wall, ADA improvements, construction engineering, utility adjustments and a railroad flagger are programmed during FY 2017-2022 at an estimated cost of \$56 million. Of this total, \$45.2 million is included in FY 2017 for additional lanes for 3.7 miles, bridge repair, retaining wall and ADA improvements.



## **Downstate Illinois**

### **District Two**

- **Interstate 39/US 20/US 51 from 0.4 mile north of Baxter Road to Interstate 90 0.3 mile north of Harrison Avenue Interchange in Winnebago County.** Resurfacing on 6.6 miles and engineering for contract plans are programmed during FY 2018-2022 at a cost of \$23 million.
- **Interstate 74/US 6 (new bridge) over the Mississippi River in Moline.** The Central Section of the new bridge will be split into 11 primary construction contracts: two contracts for the river bridge, three contracts on the Illinois side and six contracts on the Iowa side. The reimbursement to Iowa for the Central Section for construction of the new bridges across the Mississippi River including lighting and construction engineering are programmed during FY 2017-2022 at a cost of \$220 million. Of this total, \$27.5 million is programmed in FY 2017. On the Illinois side, 5 miles of additional lanes, a new bridge, bridge replacements, reconstruction, retaining walls, construction engineering, building demolition and utility adjustments for connecting the Mississippi River to the existing Interstate 74 alignment are programmed during FY 2017-2022 at a cost of \$258.4 million. Of this total, \$124.6 million is programmed in FY 2017. There is also an additional \$800,000 programmed in FY 2017 for rehabilitation of the existing bridges in order to keep them serviceable until the new bridge is open to traffic. *Provides for efficient freight movement.*
- **Interstate 74 from 0.4 mile south of Illinois 81 to 0.2 mile north of Illinois 17 in Henry County.** Resurfacing and cold milling on 7.3 miles are programmed during FY 2018-2022 at a cost of \$11.5 million.
- **Interstate 88 from 0.1 mile east of Sand Road to 0.6 mile west of Illinois 78 in Whiteside County.** Resurfacing and patching on 8.6 miles and ramp repairs at Albany Road are programmed in FY 2017 at a cost of \$14.5 million.
- **Interstate 280 at the Mississippi River southwest of Rock Island in Rock Island County.** New bridge deck, bridge rehabilitation, bridge deck repairs and engineering for contract plans are programmed during FY 2018-2022 at a cost of \$38.4 million.
- **US 20/Illinois 84 from Gear Street to Main Street in Galena.** Reconstruction of 1.1 miles, a new storm sewer, sanitary sewer, water main, culvert removal, retaining wall, ADA improvements, utility adjustments and land acquisition are programmed during FY 2018-2022 at a cost of \$18.2 million.
- **US 20 from 0.2 mile west of Logemann Road to Rush Street in Stockton.** Reconstruction of 4.1 miles, a bridge replacement, horizontal and vertical realignments, a new culvert, culvert removals and replacements, a truck climbing lane, preliminary engineering for contract plans, land acquisition and utility adjustments are programmed during FY 2017-2022 at a cost of \$24.3 million. Of this total, preliminary engineering for contract plans is programmed in FY 2017 at a cost of \$850,000 and land acquisition is programmed in FY 2017 at a cost of \$600,000.
- **US 20 (Rockford Bypass) from Simpson Road to Rock River and Illinois 2 from south of Southrock Drive to south of US 20 Interchange in Rockford.** Interchange reconstruction including a bridge replacement, reconstruction of 1.9 miles and land acquisition are programmed during FY 2018-2022 at a cost of \$17.4 million.
- **US 20 Business (West State Street) from Day Avenue to Independence Avenue in Rockford.** Reconstruction of 0.6 mile, traffic signal modernization, intersection improvements, landscaping, ADA improvements, utility adjustments and land acquisition are programmed during FY 2017-2022 at a

cost of \$10.3 million. Of this total, land acquisition is programmed in FY 2017 at a cost of \$2.1 million.

- **Illinois 2 over the Rock River in Rockton.** A bridge replacement, median crossover, engineering for contract plans and construction engineering are programmed during FY 2018-2022 at a cost of \$16.4 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 73 from the Wisconsin State line to Shippee Road north of Lena.** Resurfacing on 8.9 miles, land acquisition and utility adjustments are programmed during FY 2018-2022 at a cost of \$18.9 million.
- **Illinois 75 (Blackhawk Boulevard) from Rock River to Illinois 2 in Rockton.** Reconstruction of 0.6 mile, resurfacing on 0.8 mile, a new storm sewer, drainage, ADA improvements, utility adjustments and a railroad crossing improvement are programmed in FY 2017 at a cost of \$10 million.
- **Illinois 173 from 0.2 mile east of Illinois 76 to McHenry County Line.** Resurfacing on 8.1 miles, preliminary engineering, engineering for contract plans, land acquisition and utility adjustments are programmed in FY 2018-2022 at a cost of \$14.8 million.
- **Illinois 251 at the Union Pacific Railroad 2.5 miles south of Illinois 75 and at Rockton Road 2.6 miles south of Illinois 75.** A bridge replacement, engineering for location, environmental and design studies, engineering for contract plans, land acquisition and utility adjustments are programmed in FY 2017-2022 at a cost of \$13.9 million. Of this total, engineering for location, environmental and design studies is programmed in FY 2017 at a cost of \$900,000.
- **Illinois 251 from the Winnebago County line to 0.2 mile south of Illinois 38 (east) and Illinois 38 from Illinois 251 to 0.1 mile east in Rochelle.** Resurfacing and new shoulders with milled rumble strip on 14.4 miles from the Winnebago County line to 0.3 mile north of Flagg Road, reconstruction of 1.1 miles, a bi-directional left turn lane, a new storm sewer, a bikeway, ADA improvements, utility adjustments and land acquisition from 0.3 mile north of Flagg Road to 0.2 mile south of Illinois 38 and from Illinois 251 to 0.1 mile east on Illinois 38 and a new bridge deck over the SOO Line Railroad 0.1 mile south of Illinois 72 are programmed during FY 2018-2022 at a cost of \$18.1 million.

### **District Three**

- **Interstate 55 from 1.7 miles south of Illinois 116 to 0.6 mile north of Illinois 23 in Pontiac.** Resurfacing on 6.1 miles, bridge deck repair and culvert repair are programmed during FY 2018-2022 at a cost of \$17 million.
- **Interstate 55 from 0.6 mile north of Illinois 23 to 4.2 miles north of Illinois 23 in Pontiac.** Rubblizing with an overlay on 3.6 miles, bridge deck repairs and culvert repair are programmed during FY 2018-2022 at a cost of \$15 million.
- **Interstate 55 from 0.3 mile south of Gardner Road to the Will County line in Grundy County.** Resurfacing on 7 miles is programmed during FY 2018-2022 at a cost of \$20 million.
- **Interstate 57 from Champaign County line to Iroquois County line in Ford County.** Resurfacing on 6.4 miles and bridge repair and culvert repair are programmed in FY 2017 at a cost of \$15.5 million.
- **Interstate 57 from 0.7 mile north of the Iroquois County line to Kankakee River in Kankakee County.** Resurfacing on 7.7 miles, bridge repair, culvert repair and bridge replacement at the US 45/52 interchange are programmed during FY 2018-2022 at a cost of \$29 million.

- **Interstate 57 from Kankakee River Bridge to south of Illinois 50 Interchange in Bourbonnais.** Resurfacing on 4 miles, patching, bridge repair, culvert repair, a new bridge deck under Waldron Road, bridge replacement, utility adjustment, railroad flagger, miscellaneous work and railroad engineering over Con-Rail Corporation Railroad and bridge replacement under North Street 2 miles north of Illinois 17 in Bradley are programmed during FY 2018-2022 at a cost of \$28.9 million.
- **Interstate 180/Illinois 71/Illinois 26 from Interstate 80 to 0.6 mile east of Illinois 26 and from the Junction Illinois 29/County Highway 16 northerly 2.2 miles to Interstate 180 in Bureau and Putnam Counties.** Resurfacing of 18.3 miles is programmed during FY 2018-2022 at a cost of \$24 million.
- **US 34 from east of Eldamain Road to Center Parkway in Yorkville.** Reconstruction and construction of additional lanes for 2.1 miles, a bridge replacement, culvert replacement, utility adjustments and construction engineering are programmed in FY 2017 at a cost of \$23.7 million. *SAFETEA-LU provided NCII funding for this project.*
- **Illinois 1 under CSX Railroad 0.9 mile north of Milford.** A new bridge, bridge removal/demolition and reimbursement to the railroad for track work are programmed in FY 2018-2022 at a cost of \$10 million.
- **Illinois 71 from Illinois 47 to east of Illinois 126 in Kendall County.** Reconstruction and construction of additional lanes for 1.7 miles, culvert replacement, utility adjustments and construction engineering are programmed during FY 2018-2022 at a cost of \$18 million.
- **Illinois 178 over the Illinois River south of Utica.** A bridge replacement and construction engineering are programmed in FY 2017 at a cost of \$32.5 million. *This project has been approved for Illinois Major Bridge Program funding.*

#### **District Four**

- **Interstate 39/US 51 from 4.5 miles south of Illinois 116 to Marshall County line in Woodford County.** Resurfacing on 10 miles and construction engineering are programmed during FY 2018-2022 at a cost of \$15.4 million.
- **Interstate 74 from Spoon River to east of Illinois 78 in Knox and Peoria Counties.** Resurfacing on 9 miles is programmed in FY 2017 at a cost of \$13 million.
- **Interstate 74 from east of Illinois 78 to west of Kickapoo/Edwards Road in Peoria County.** Resurfacing and cold milling on 11.2 miles and construction engineering are programmed during FY 2018-2022 at a cost of \$18 million.
- **Interstate 74 at Pinecrest Drive in East Peoria.** A new bridge deck, bridge superstructure, construction engineering and engineering for contract plans are programmed during FY 2018-2022 at a cost of \$7.5 million.
- **Interstate 74 from Tazewell County line to east of Carlock Interchange in Woodford and McLean Counties.** Rubblization with an overlay on 11 miles, ramp repair and construction engineering are programmed during FY 2018-2022 at a cost of \$44.6 million.
- **Interstate 474/US 24/Illinois 6 from Interstate 74 to Illinois River in Peoria County.** Resurfacing on 9 miles, ramp repair at Illinois 6, bridge replacement over Illinois 116 and bridge new deck and bridge repair under Airport Road are programmed during FY 2018-2022 at a cost of \$23.4 million.

- **Interstate 474/US 24 at the Illinois River in Peoria County.** Bridge painting and construction engineering are programmed in FY 2017 at a cost of \$15.6 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **US 24/Illinois 9 over Copperas Creek.** Bridge replacement, utility adjustments and land acquisition are programmed in FY 2018-2022 at a cost of \$15.2 million.
- **US 67/Illinois 135 from Illinois 135/Alexis Road to US 34 in Monmouth.** Resurfacing and new shoulders on 4.6 miles from Alexis Road to 270th Avenue, widening and resurfacing and new shoulders on 6.9 miles from south of 270<sup>th</sup> Avenue to north of US 34 and land acquisition are programmed during FY 2018-2022 at a cost of \$21.7 million.
- **US 150 (War Memorial Drive) eastbound over the Illinois River.** Bridge replacement, land acquisition, utility adjustments, construction engineering and railroad flagger are programmed during FY 2017-2022 at a cost of \$188.1 million. Of this total, land acquisition is programmed in FY 2017 at a cost of \$500,000. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 8 over the Burlington Northern Railroad at Edwards in Peoria County.** Bridge replacement, construction engineering, railroad flagger, land acquisition and detour road repair are programmed during FY 2017-2022 at a cost of \$8 million. Of this total, land acquisition, railroad flagger and detour road repair are programmed in FY 2017 at a cost of \$700,000.
- **Illinois 8/Illinois 116 (Cedar Street Extension) over the Tazewell and Peoria Railroad and Illinois 29 in East Peoria.** Bridge replacement, interchange reconstruction, railroad flagger, land acquisition, engineering for contract plans, construction engineering, utility adjustments and hazardous material mitigation are programmed during FY 2018-2022 at a cost of \$30.7 million. This project has been approved for Illinois Major Bridge Program funding.
- **Illinois 29 under the Burlington Northern Santa Fe Railroad north of Chillicothe.** Bridge replacement, land acquisition, utility adjustments, railroad flagger and construction engineering are programmed during FY 2017-2022 at a cost of \$13.2 million. Of this total, land acquisition is programmed in FY 2017 at a cost of \$170,000.
- **Illinois 116 (Harmon Highway) over the Chicago and North Western Railroad/Kickapoo Creek 0.1 mile east of Airport Road in Peoria County.** Bridge replacement, land acquisition, construction engineering and railroad flagger are programmed during FY 2018-2022 at a cost of \$13 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 180 from Illinois 167 to US 150.** Widening and resurfacing on 10.4 miles, land acquisition, utility adjustments and construction engineering are programmed in FY 2018-2022 at a cost of \$22.5 million.
- **Farmington Road at Kickapoo Creek Road west of Peoria.** Bridge replacement, bridge approach roadway, horizontal realignment for 0.5 mile, intersection reconstruction and land acquisition are programmed during FY 2018-2022 at a cost of \$13.5 million.

#### **District Five**

- **Interstate 55 from south of Lexington to Livingston County line in McLean County.** Resurfacing on 10.1 miles and ramp repair at the Chenoa and Lexington interchanges are programmed during FY 2018-2022 at a cost of \$16.6 million.
- **Interstate 55 Business (Veterans Parkway) from Commerce Parkway to Interstate 55 and at Illinois 9 in Bloomington.** Resurfacing on 6.4 miles and ADA improvements from Commerce Parkway to Interstate 55 and engineering for location, environmental and design studies at Illinois 9 are programmed during FY 2018-2022 at a cost of \$13.5 million.

- **Interstate 57 at Curtis Road southwest of Champaign.** A pedestrian overpass is programmed during FY 2018-2022 at a cost of \$1.5 million. This project is contingent upon local agencies constructing a bike path.
- **Interstate 57 under Bradley Avenue west of Champaign.** A bridge replacement is programmed during FY 2018-2022 at a cost of \$4.5 million.
- **Interstate 57 under Mattis Avenue, Interstate 74 under Mattis Avenue and Interstate 57 under US 150 northwest of Champaign.** Bridge replacements, land acquisition, utility adjustments and construction engineering are programmed during FY 2017-2022 at a cost of \$28.6 million. Of this total, land acquisition is programmed in FY 2017 at a cost of \$1.1 million. *These projects have been approved for Illinois Major Bridge Program funding.*
- **Interstate 57 at Interstate 74 interchange in Champaign County.** Interchange reconstruction, new bridge, utility adjustments, land acquisition, engineering for contract plans and construction engineering are programmed during FY 2017-2022 at a cost of \$74.3 million. Of this total, land acquisition and engineering for contract plans are programmed in FY 2017 at a cost of \$5.5 million. *This project has been approved for Illinois Major Bridge Program funding. Provides for efficient freight movement.*
- **Interstate 74 from east of LeRoy to DeWitt County line in McLean County.** Resurfacing on 4.5 miles and ramp repair at US 136 interchange are programmed in FY 2017 at a cost of \$8.9 million.
- **Interstate 74 from University Avenue in Urbana to Illinois 49 (North) in Champaign and Vermilion Counties.** Resurfacing on 14.1 miles, bridge deck repairs, new culvert, guardrail and ramp repair are programmed during FY 2018-2022 at a cost of \$24.7 million.
- **Interstate 74 from US 150 west of Danville to Middle Fork Vermilion River in Vermilion County.** Reconstruction on 5.8 miles is programmed during FY 2018-2022 at a cost of \$23 million.
- **Interstate 74 at Salt Fork Vermilion River west of Danville in Vermilion County.** Bridge rehabilitation and construction engineering are programmed during FY 2018-2022 at a cost of \$18 million. *This project has been approved for Illinois Major Bridge Program*
- **Interstate 74 from Middle Fork Vermilion River in Danville to Indiana State line in Vermilion County.** Resurfacing on 4.6 miles, underdrains, ramp repair, bridge deck repairs, bridge deck overlay at Vermilion River, bridge replacement under Perrysville Road and bridge replacement over Griffin Street and bridge deck repairs at Stony Creek are programmed during FY 2017-2022 at a cost of \$23.2 million. Of this total, bridge deck repairs and bridge deck overlay at Vermilion River are programmed in FY 2017 at a cost of \$1.7 million.
- **US 45 from Saline Branch Ditch south of Thomasboro to north of Interstate 74 at Urbana.** Resurfacing on 5.3 miles is programmed in FY 2017 at a cost of \$4.9 million.
- **US 150/Illinois 9 from Illinois 122 to Interstate 74 and from east of Interstate 74 to Royal Pointe Drive in Bloomington.** Resurfacing on 12.1 miles and ADA improvements are programmed during FY 2018-2022 at a cost of \$7.9 million.
- **US 150 from Lower Terre Haute Road to Indiana State line.** Resurfacing on 8.2 miles, ADA improvements, a culvert replacement and bridge deck repairs are programmed during FY 2018-2022 at a cost of \$5.4 million.

- **US 150/Illinois 1 from Moss Road to 0.5 mile south of Gibson Road south of Paris.** Resurfacing on 6.6 miles, cold milling, ADA improvements and guardrail are programmed in FY 2018-2022 at a cost of \$4.7 million.
- **Illinois 1 from Iroquois County line to 0.2 mile north of Rossville south corporate limits, Creek 2 miles south of Hoopeston and North Fork Vermilion River 2 miles and 1.4 miles north of Rossville.** Resurfacing on 8.2 miles, cold milling, guardrail, ADA improvements, bridge deck repairs and culvert replacement are programmed during FY 2018-2022 at a cost of \$4.3 million.
- **Illinois 9 from Arrowsmith Road to Ford County line.** Resurfacing and safety improvements on 10.5 miles are programmed during FY 2018-2022 at a cost of \$6.6 million.
- **Illinois 130 over Embarras River in Villa Grove.** A bridge replacement and utility adjustments are programmed during FY 2018-2022 at a cost of \$4.0 million.
- **Illinois 133 from US 45 in Arcola to Coles County line.** Resurfacing on 13.5 miles, ADA improvements and new culverts 0.4 mile and 2.7 miles west of Illinois 130 are programmed during FY 2017-2022 at a cost of \$5.6 million. Of this total, the new culverts are programmed in FY 2017 at a cost of \$500,000.

#### **District Six**

- **Interstate 55 from 0.8 mile north of Illinois 16 to 1.3 miles south of Waggoner in Montgomery County.** Resurfacing on 12.4 miles, bridge repair, bridge joint repair, pier repair, bridge new deck, ditch cleaning, rip rap and slope wall repair are programmed during FY 2018-2022 at a cost of \$35 million.
- **Interstate 55/Interstate 72 from 0.3 mile north of Southwind Road to 0.4 mile north of Stevenson Drive in Springfield.** Resurfacing on 3.3 miles, bridge joint repair, bridge painting and ditch cleaning are programmed during FY 2018-2022 at a cost of \$11 million.
- **Interstate 55/Interstate 72 from 0.4 mile north of Stevenson Drive to 0.6 mile north of Interstate 72 east of Springfield in Sangamon County.** Resurfacing on 3.2 miles, bridge repair, bridge deck overlay and repairs, bridge joint repair, culvert repair, rip rap and bridge painting are programmed in FY 2017 at cost of \$12 million.
- **Interstate 55 and Interstate 72 additional lanes, reconstruction and interchange reconstruction around Springfield.** Engineering for contract plans for the reconstruction of the mainline pavement, interchange reconstruction and additional lanes in each direction on Interstate 55 from south of the 6<sup>th</sup> Street Interchange to the Sherman Interchange, on Interstate 72 from Illinois 4 to Interstate 55 south of Springfield and on Interstate 72 from Interstate 55 east of Springfield to Old US 36 are programmed during FY 2018-2022 at an estimated cost of \$25 million. Phase I engineering for location, environmental and design studies is under way and is expected to be completed by 2018. The total unfunded cost for construction, construction engineering, land acquisition and utility adjustments for the project is estimated to range between \$600-\$650 million including \$33 million for major work needed prior to the interstate work on Interstate 55 Business/6<sup>th</sup> Street from Interstate 72 to Stanford Avenue and an intersection improvement at Sangamon Avenue and Dirksen Parkway.
- **Interstate 55/Interstate 55 Business from 1.2 miles south of Interstate 55 Business to 0.3 mile north of Illinois 10 west of Lincoln on Interstate 55 and on Interstate 55 Business from 900<sup>th</sup> Avenue to south of 1056 Avenue in Logan County.** Resurfacing on 6.6 miles and bridge joint repair are programmed during FY 2018-2022 at a cost of \$14 million.

- **Interstate 72 over Wabash Avenue and over Northern Southern Railroad 1.2 miles east of Wabash Avenue Interchange in Springfield.** A new bridge deck, slopewall repair and bridge painting are programmed during FY 2018-2022 at a cost of \$12 million.
- **Interstate 155 from 2 miles south of US 136 to Tazewell County line in Logan County.** Resurfacing on 3.1 miles and bridge repair are programmed during FY 2018-2022 at a cost of \$7 million.
- **US 54 over the Mississippi River Bridge at Louisiana, Missouri in Pike County.** A bridge replacement, engineering for contract plans, land acquisition, utility adjustments and reimbursement to Missouri for owner/consultant activities to facilitate construction requirements are programmed during FY 2017-2022 at a cost of \$27.8 million. Of this total, engineering for contract plans, land acquisition, utility adjustments and the reimbursement to Missouri are programmed in FY 2017 at a cost of \$2.8 million. Missouri is the lead agency for this project with Illinois sharing equally in the costs. *Missouri and Illinois received a \$10 million federal TIGER grant for this project. This project has been approved for Illinois Major Bridge Program funding.*
- **US 67/Illinois 100 over the Illinois River Bridge at Beardstown.** Bridge rehabilitation, bridge painting, bridge deck overlay, bridge joint repair, electrical repairs, rip rap, engineering for contract plans and construction engineering are programmed during FY 2018-2022 at a cost of \$27 million. Engineering work continues for the design of a replacement bridge. *This project has been approved for Illinois Major Bridge Program funding.*
- **US 136 over the Mississippi River at Keokuk in Hancock County.** Bridge deck overlay is programmed during FY 2018-2022 at a cost of \$10 million.
- **Illinois 29 (J. David Jones Parkway) from Menard County line to 0.2 mile north of Capital Airport entrance in Springfield and at Andrew Road 3.4 miles north of Springfield.** Resurfacing on 9.2 miles, shoulder reconstruction and milled rumble strip, intersection improvements and left turn lanes at Andrew Road, land acquisition and utility adjustments are programmed during FY 2017-2022 at a cost of \$10.8 million. Of this total, resurfacing from 0.1 mile south of Andrew Road to 0.2 mile north of Capital Airport in Springfield is programmed in FY 2017 at a cost of \$2.4 million.
- **Illinois 97/Illinois 123 from north of Waring Road south of Atterberry to 0.1 mile north of Lake Petersburg Road.** Resurfacing on 6.1 miles, land acquisition, utility adjustments and ADA improvements throughout Petersburg are programmed during FY 2017-2022 at a cost of \$6 million. Of this total, land acquisition is programmed in FY 2017 at a cost of \$500,000.
- **Illinois 100/Illinois 106 over the Illinois River Bridge at Florence.** Bridge rehabilitation, bridge painting, bridge deck overlay, bridge joint repair, catwalk access replacement, engineering for contract plans and construction engineering are programmed during FY 2018-2022 at a cost of \$15.4 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 123 from Illinois 29 east of Athens to 0.6 mile west of Interstate 55 in Sangamon County.** Resurfacing on 6.1 miles, shoulder reconstruction, culvert replacement 0.1 mile east of Illinois 29 and a bridge replacement over Fancy Creek 2.7 miles east of Illinois 29 are programmed during FY 2018-2022 at a cost of \$7 million.
- **Illinois 125 from the east corporate limits of Pleasant Plains to Illinois 97 in Sangamon County.** Resurfacing on 6.7 miles, shoulder reconstruction, milled rumble strip, land acquisition and utility adjustments are programmed during FY 2017-2022 at a cost of \$6.1 million. Of this total, land acquisition is programmed in FY 2017 at a cost of \$500,000.

## **District Seven**

- **Interstate 57 from US 45 at Neoga to Coles County line in Cumberland County.** Resurfacing on 3.2 miles and ramp repair at the Neoga interchange are programmed during FY 2018-2022 at a cost of \$9.2 million.
- **Interstate 57 at Illinois 16 east of Mattoon in Coles County.** Bridge replacement is programmed during FY 2018-2022 at a cost of \$11.5 million. *This project has been approved for Illinois Major Bridge Funding.*
- **Interstate 70 from abandoned railroad bridge at Altamont to Little Wabash River west of Effingham.** Rubblization with an overlay on 9.1 miles, ramp repair at Altamont interchange, bridge joint repair, bridge deck repair, bridge repair, rip rap and wing wall repair are programmed during FY 2018-2022 at a cost of \$35.7 million.
- **Interstate 70 from Township Road 258 2.1 miles east of US 45 Interchange to Cumberland County line in Effingham County.** Rubblization with an overlay on 7.1 miles, a new bridge deck, bridge repair, ramp repair at Montrose interchange, culvert rehabilitation and repair and bridge deck repair are programmed during FY 2018-2022 at a cost of \$30.9 million.
- **Interstate 70 from Effingham County line to 7.5 miles east in Cumberland County.** Resurfacing and safety improvements on 7.5 miles are programmed in FY 2017 at a cost of \$18.2 million.
- **Interstate 72 from the Sangamon County line to 0.5 mile west of US 51 at Forsyth in Macon County.** Resurfacing on 16.3 miles and ramp repair at the Niantic and Illinois 121 interchanges are programmed during FY 2018-2022 at a cost of \$33.1 million.
- **Interstate 72 from 4.4 miles west of Piatt County line to Piatt County line in Macon County.** Resurfacing on 4.4 miles and ramp repair at Cisco interchange are programmed during FY 2018-2022 at a cost of \$10.7 million.
- **US 36 over US 51 in Harristown.** A new bridge deck, bridge deck repair and bridge repair are programmed during FY 2018-2022 at a cost of \$7.5 million.
- **US 45 from East 11<sup>th</sup> Street in Neoga to Effingham County line.** Resurfacing on 8.2 miles, ADA improvements and culvert replacements and extensions on six culverts south of 4<sup>th</sup> Street in Neoga are programmed in FY 2017 for \$5.6 million.
- **US 50 over Little Muddy Creek 0.8 mile west of the Richland County line and Big Muddy Creek at Clay County line.** A bridge replacement on each structure is programmed in FY 2017 at a cost of \$17.3 million. *These projects have been approved for Illinois Major Bridge Program funding.*
- **US 50 over Otter Pond Ditch 1.5 miles east of Illinois 1 intersection.** A bridge replacement is programmed during FY 2018-2022 at a cost of \$6.3 million.
- **Illinois 1 at Embarras River Overflow 1 mile north of US 50 and 0.5 mile north of US 50.** A bridge replacement on each structure is programmed during FY 2018-2022 at a cost of \$13.4 million. *These projects have been approved for Illinois Major Bridge Program funding.*
- **Illinois 49 from Cumberland County line to Main Street in Willow Hill.** Resurfacing on 12.3 miles is programmed during FY 2018-2022 at a cost of \$6.5 million.
- **Illinois 121 from US 36 to the south corporate limits of Mt. Zion.** Resurfacing on 4.2 miles and ADA improvements are programmed during FY 2018-2022 at a cost of \$4.5 million.



- **Illinois 121 from the east corporate limits of Sullivan to 0.1 mile west of 300E in Mattoon.** Resurfacing on 13.4 miles is programmed during FY 2018-2022 for \$6.7 million.
- **Old US 51 Business/North Main Street/North Water Street/Franklin Street from Interstate 72 to US 36 and over Spring Creek (northbound and southbound) 0.3 mile north of Pershing Road in Decatur.** Resurfacing on 7 miles, ADA improvements and bridge joint repair are programmed in FY 2018-2022 at a cost of \$7.1 million.

#### **District Eight**

- **Interstate 55/Interstate 64 at Poplar Street Collector Distributor westbound and eastbound 0.1 mile east, 0.8 mile east and 0.9 mile east of Poplar Street Bridge in St. Clair County.** Bridge deck overlay, bridge repair, engineering and pier repair are programmed during FY 2017-2022 at a cost of \$64.2 million. Of this total, bridge repair on the westbound section 0.9 mile east of the Poplar Street Bridge is programmed in FY 2017 at a cost of \$4 million. *Provides for efficient movement.*
- **Interstate 55/Interstate 70/US 40 at B&O, Conrail and TRRA Railroad in East St. Louis.** Bridge repair, bridge approach roadway, bridge painting, engineering for contract plans and construction engineering are programmed in during FY 2018-2022 at a cost of \$24 million.
- **Interstate 57 from Jefferson County line to 0.5 mile north of Cross Road in Marion County.** Resurfacing on 9.5 miles, ramp repair at Illinois 161 interchange, bridge deck repair, bridge joint repair, bridge approach roadway, bridge deck sealing and rip rap are programmed during FY 2018-2022 at a cost of \$22 million.
- **Interstate 70/US 40 from 0.1 mile west of Prairie Road to Bond County line in Madison and Bond Counties.** Resurfacing on 6.4 miles, ramp repair, bridge painting, bridge joint repair, bridge deck sealing, rip rap, a bridge replacement, bridge deck overlay and bridge repair are programmed in FY 2017 at a cost of \$20.1 million.
- **Interstate 70 from Madison County line to Burlington Northern Railroad in Bond County.** Resurfacing on 15.9 miles, ramp repair, bridge repair, bridge painting, bridge joint repair, bridge new deck, bridge deck sealing, culvert repair, wing wall repair and rip rap are programmed during FY 2018-2022 at a cost of \$76.1 million.
- **Interstate 255/US 50 from 0.5 mile north of Illinois 157 to Collinsville Road in St. Clair County.** Resurfacing and patching on 10.2 miles, bridge repair, ramp repair, shoulder repair, bridge deck waterproofing, rip rap, bridge joint repair, bridge deck overlay and painting are programmed during FY 2018-2022 at a cost of \$58.8 million.
- **US 40 from 0.3 mile west of Illinois 127 to the Fayette County line in Bond County.** Resurfacing on 8.1 miles and ADA improvements are programmed during FY 2018-2022 for \$5 million.
- **US 50 from 1 mile east of Crackerneck Road to 0.2 mile west of St. Rose Road in Clinton County.** Resurfacing on 4 miles is programmed during FY 2018-2022 for \$6.5 million.
- **US 67 at Delhi Bypass in Jersey County.** New construction of 3.2 miles of a four-lane expressway for the bypass around Delhi including grading, paving, drainage, signing and lighting are programmed during FY 2018-2022 at a cost of \$23 million.
- **Illinois 4 from 0.3 mile south of Interstate 55 to 0.3 mile north of Illinois 143 in Madison County.** Resurfacing on 9.4 miles and new shoulders is programmed during FY 2018-2022 at a cost of \$16 million.

- **Illinois 13/Illinois 15 from Rodgers Drive in Freeburg to 0.1 mile south of Kaskaskia River in St. Clair County and Illinois 13 over Illinois Central Gulf Railroad.** Resurfacing on 8.9 miles, ADA improvements and bridge repair are programmed during FY 2018-2022 at a cost of \$6.1 million.
- **Illinois 143 over Indian Creek 0.3 mile east of Wanda Road in Madison County.** A bridge replacement, land acquisition and utilities are programmed in FY 2017 at a cost of \$7.4 million.
- **Illinois 143 over Shoal Creek 0.9 mile east of Pierron.** A bridge replacement is programmed in FY 2017 at a cost of \$18.5 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 161 over Crooked Creek 8.6 miles east of Illinois 127 and over a creek 1 mile west of Centralia in Clinton County.** A bridge replacement, land acquisition and utility adjustments at Crooked Creek and a culvert replacement at a creek 1 mile west of Centralia are programmed during FY 2018-2022 at a cost of \$21 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Greenmount Road from Illinois 161 to Illinois 177 in St. Clair County.** The construction of additional lanes and resurfacing on 1 mile, land acquisition and utility adjustments are programmed during FY 2018-2022 at a cost of \$8.7 million.
- **King Bridge Ramps over Interstate 55/64 westbound, Missouri Avenue, Relocated Illinois 3, Terminal Railroad Association and Union Pacific Railroads in East St. Louis 0.7 mile east of the Mississippi River.** A bridge replacement, land acquisition, utility adjustments and railroad flagger are programmed during FY 2017-2022 at a cost of \$34.7 million. Of this total, the land acquisition and utility adjustments are programmed in FY 2017 at a cost of \$2.5 million. *These projects have been approved for Illinois Major Bridge Program funding.*

#### **District Nine**

- **Interstate 24 from Johnson County line to Ohio River in Massac County.** Resurfacing on 15.1 miles and a new bridge deck 2 miles north of US 45 are programmed during FY 2018-2022 at a cost of \$27 million.
- **Interstate 57/US 51 at Township Road 277 1.2 miles north of Pulaski County line in Union County.** A bridge replacement is programmed during FY 2018-2022 at a cost of \$6 million.
- **Interstate 57 at Illinois 146 Interchange in Union County.** A bridge replacement is programmed in FY 2017 at a cost of \$6.4 million.
- **Interstate 57 (northbound) from 0.5 mile north of Illinois 146 to Interstate 24 in Union and Johnson Counties.** Reconstruction on 12.7 miles of the northbound lanes is programmed during FY 2018-2022 at a cost of \$19.2 million.
- **Interstate 57 from Williamson County line to north of Benton in Franklin County.** Resurfacing on 9.9 miles is programmed during FY 2018-2022 at a cost of \$7.5 million.
- **Interstate 57 at Atchinson Creek 2 miles north of Ina Interchange in Jefferson County.** A bridge replacement is programmed during FY 2018-2022 at a cost of \$6.3 million.
- **Interstate 64 from Interstate 57 to 2.6 miles east of Illinois 142 east of Mt. Vernon in Jefferson County.** Resurfacing on 7.1 miles is programmed in FY 2017 at a cost of \$10.7 million.
- **Interstate 64 at Wabash River in White County.** A bridge replacement, miscellaneous work and construction engineering are programmed during FY 2018-2022 at a cost of \$71 million. *Illinois is the*

*lead agency and will share the cost equally with Indiana. This project has been approved for Illinois Major Bridge Program funding.*

- **US 51/US 60/US 62 over the Ohio River Bridge 1 mile south of Cairo.** A bridge replacement, engineering for location, environmental and design studies and engineering for contract plans are programmed during FY 2018-2022 at a cost of \$57.3 million. *Kentucky is the lead agency and will share the cost equally with Illinois.*
- **Illinois 13 from Giant City Road to west of Reeds Station Road in Carbondale.** Construction of additional lanes for 1.4 miles, a bridge replacement, bridge widening, land acquisition and utility adjustments are programmed during FY 2018-2022 at a cost of \$13 million.
- **Illinois 142 from Illinois 14 in McLeansboro to Saline County line in Hamilton County.** Resurfacing on 13.6 miles is programmed during FY 2018-2022 at a cost of \$3.8 million.

### **Funding for Locally Implemented Projects**

The \$3.493 billion local program includes federal, state and local funds for highway improvements identified by local units of government. Included in this program is \$431 million in state funds over six years designed to address specific local needs. This includes \$131 million for a County Consolidated Program, \$24 million for High-Growth Cities, \$60 million for Needy Townships, \$90 million for the Township Bridge Program, \$42 million for upgrading local truck routes, \$24 million for state matching assistance and \$60 million to foster economic development. Most of these funds are appropriated separately from the highway improvement program and do not appear explicitly in this program.

### **Grouped Projects**

Funds are set aside in the six-year program for specified projects and programs. They have been grouped into the following activity categories:

- **Safety Programs.** \$614 million for safety construction activities including roadside safety improvements and rail-highway crossings. Projects are identified on an annual basis to correct severe accident locations and protect rail grade crossings. These funds are from the federal Highway Safety Improvement Program and may be used on state and local roads. These funds are able to be used in stand-alone projects or are used for safety features incorporated in department projects.
- **Enhancement Program.** The Illinois Transportation Enhancement Program (ITEP) is funded using federal dollars from a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives authorized under Section 1109 of the FAST Act. Project sponsors are required to keep projects on track toward implementation or risk loss of enhancement funds. The next call for projects will be in May 2016 and will be on a two-year cycle.
- **Congestion Mitigation/Air Quality (CMAQ) Program.** \$653 million is available exclusively for specific traffic congestion and mitigation and air quality projects in the northeastern Illinois and Metro-East areas in accordance with federal legislation. Eligible projects will be developed to contribute to air quality standards and can include traffic flow improvements, public transportation projects and non-motorized transportation projects. A substantial

amount of these funds will be used for public transportation projects. Local metropolitan planning organizations select these projects.

### **Major Bridge Program**

IDOT's Illinois Major Bridge Program (IMBP) targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$7.5 million for state bridges and \$1 million for local bridges. The IMBP provides federal National Highway Performance Program funds and/or Surface Transportation Program funds for up to 80 percent of eligible project costs; a 20 percent non-federal match is required. The FY 2017-2022 IMBP identifies \$801 million of federal bridge funds for 46 local projects and 29 state projects.

### **For the Record**

Each year IDOT prepares *For the Record*; a report of accomplishments that details the status of each project in the preceding annual highway improvement program. This report will be published in fall 2016 listing the accomplishments of the FY 2016 program.

### **Public Involvement**

Public involvement is an important component of all transportation system plans and programs. In Illinois, public input on transportation issues is fundamental to the success of the program. Every year IDOT solicits public comments for the MYP and considers these comments during development of the next six-year program cycle. The FY 2017-2022 Proposed Highway Improvement Program is the culmination of the programming process conducted by IDOT. IDOT continues to employ creative ways of engaging members of the general public during the transportation planning process. This past fiscal year, IDOT held 16 town hall style meetings across the State of Illinois where individuals asked questions, offered written and oral comments, and engaged with IDOT engineering staff. New for 2015, IDOT employed an additional round of outreach we called "*Going to the People*." Throughout the state, staff attended multiple county fairs, visited highway rest areas, and even the state fair to solicit the help of fellow Illinoisans in the planning process. This proved a very successful endeavor as the outreach team contacted almost twice as many individuals than they did the previous year.

OP&P has implemented a website where the general public can find dates and times of the MYP Outreach meetings, view slideshows to be presented at these meetings, and fill out comment sheets. This, along with the year around outreach to residents and elected officials, allows various opportunities for the public to be involved in the planning process. IDOT and OP&P will continue to refine their MYP Outreach process in the coming years. For more information on MYP Outreach please follow the Outreach tab on the IDOT Multi-Year Program page.

<http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

Please complete the department's Public Review and Comment Transportation Issues form on the following page. The completed form can be sent to the appropriate district office at the address listed on the Illinois Department of Transportation Region and District Boundaries map found on page 32 or you may send the completed form to IDOT's Central Office at the below address:

Illinois Department of Transportation  
Office of Planning and Programming  
Bureau of Programming  
2300 South Dirksen Parkway, Room 307  
Springfield, Illinois 62764

Individuals can also contact IDOT by phone concerning planning, programming and public involvement issues at 1-800/493-3434. Hearing impaired persons can comment by phone through the Ameritech Illinois relay number 1-800/526-0844.



Issue / Comment

Questions / Comments

**Please Print**

Submitted By

Telephone

(     )

Street Address

City

State

Zip Code

E-mail Address

**For Office Use Only**

Detailed Location Description

**Return To:**

Illinois Department of Transportation  
Bureau of Programming  
Room 307  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

Date Received:

Reviewed By:

## GLOSSARY

AADT	Annual Average Daily Traffic	JCT	Junction
ADA	Americans with Disabilities Act	LN	Lane
AVE/AV	Avenue	MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
BI-DIRECT	Bi-Directional	METRA	Rail Transit System
BLDG	Building	MI	Mile(s)
BLVD	Boulevard	MO	Missouri
BUS/BUSN	Business Route	MRB	Mississippi River Bridge
BYP	Bypass	MT	Mount
CAA	Clean Air Act	MYP	Multi-Year Program
CC	Community College	N	North
CD	Collector-Distributor	NB	Northbound
CDOT	Chicago Department of Transportation	NCL	North Corporate Limit
CH	County Highway	NCIIP	National Corridor Infrastructure Improvement Program
CMAQ	Congestion Mitigation Air Quality	NE	Northeast
CO	County	NW	Northwest
CRS	Condition Rating Survey	NHS	National Highway System
CT	Court	OR	Other Road
CTA	Chicago Transit Authority	P.E.	Preliminary Engineering
DEMO	Demonstration	PE (PHASE I)	Location Studies
DIST	District	PE (PHASE II)	Plan Preparation
DR	Drive	PK	Park
E	East	PKWY	Parkway
E-W	East-West	PL	Place
EB	Eastbound	PNRS	Projects of National and Regional Significance
ECL	East Corporate Limit	RD	Road
EIS	Environmental Impact Statement	REHAB	Rehabilitation
EXPWY	Expressway	ROW	Right of Way
EXT	Extension	RR	Railroad
FAP	Federal-aid Primary	S	South
FAS	Federal-aid Secondary	SAFETEA-LU	Safe Accountable Flexible and Efficient Transportation Equity Act – Legacy for Users
FAU	Federal-aid Urban	SB	Southbound
FR	Frontage Road	SBI	State Bond Issue
FT	Feet	SCL	South Corporate Limit
FY	Fiscal Year(s)	SE	Southeast
HGTS	Heights	ST	Street
HPP	High Priority Projects Program	STA	Station
HS	High School	STR	Structure
HWY	Highway	SW	Southwest
I	Interstate Route	TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
ICC	Illinois Commerce Commission	TI	Transportation Improvements
IDNR	Illinois Department of Natural Resources	TR	Township Road
IDOT	Illinois Department of Transportation	TRAF	Traffic
IHPA	Illinois Historic Preservation Agency	TRIB	Tributary
ILL	Illinois Route	TSL	Type, Size and Location Plans
I&M	Illinois & Michigan	US	US Route
INCL	Including	W	West
INT	Intersection	WB	Westbound
INTCHG	Interchange	WCL	West Corporate Limit
IRI	International Roughness Index		
ITEP	Illinois Transportation Enhancement Program		
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991		
ISTHA	Illinois State Toll Highway Authority		

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# ILLINOIS DEPARTMENT OF TRANSPORTATION REGION and DISTRICT BOUNDARIES

## Region 1



### DISTRICT 1

201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196-1096  
PHONE: 847/705-4000

## Region 2



### DISTRICT 2

819 DEPOT AVENUE  
DIXON, ILLINOIS 61021-3546  
PHONE: 815/284-2271

### DISTRICT 3

700 EAST NORRIS DRIVE  
OTTAWA, ILLINOIS 61350-1628  
PHONE: 815/434-6131

## Region 3



### DISTRICT 4

401 MAIN STREET  
PEORIA, ILLINOIS 61602-1111  
PHONE: 309/671-3333

### DISTRICT 5

13473 IL Hwy. 133  
P. O. BOX 610  
PARIS, ILLINOIS 61944-0610  
PHONE: 217/465-4181

## Region 4



### DISTRICT 6

126 EAST ASH STREET  
SPRINGFIELD, ILLINOIS 62704-4792  
PHONE: 217/782-7301

### DISTRICT 7

400 WEST WABASH  
EFFINGHAM, ILLINOIS 62401-2699  
PHONE: 217/342-3951

## Region 5

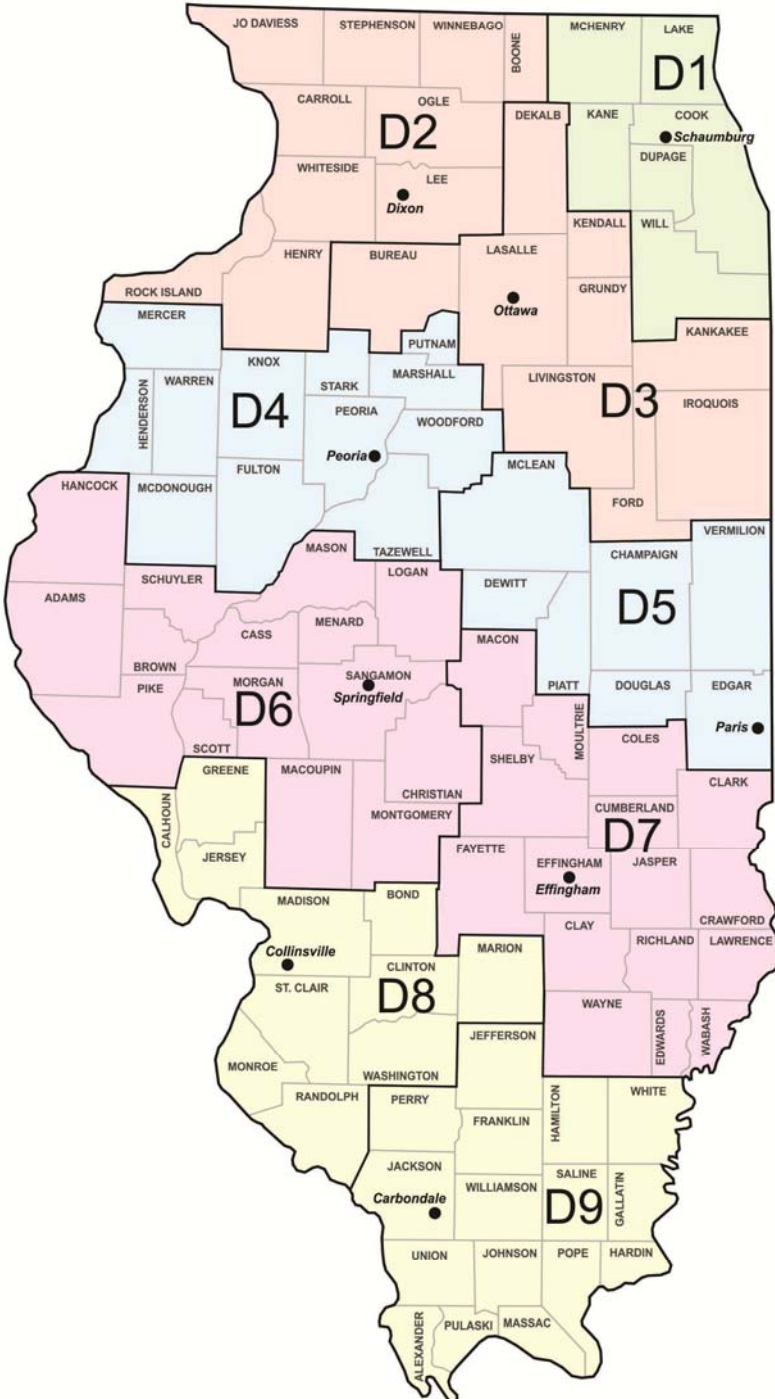


### DISTRICT 8

1102 EASTPORT PLAZA DRIVE  
COLLINSVILLE, ILLINOIS 62234-6198  
PHONE: 618/346-3100

### DISTRICT 9

STATE TRANSPORTATION BUILDING  
P. O. BOX 100  
CARBONDALE, ILLINOIS 62903-0100  
PHONE: 618/549-2171



## GUIDE TO HIGHWAY PROJECT LISTINGS

Projects on the state highway system identified for the FY 2017-2022 Proposed Highway Improvement Program are listed on the following pages. The lists are identified within IDOT's nine geographic highway districts. The map on previous page shows individual highway district boundaries.

The following sequence is used within the district project listing:

Interstate marked routes in ascending numerical order

US marked routes in ascending numerical order

Illinois marked routes in ascending numerical order

Unmarked routes in alphabetical order by street name starting with numbered streets

The estimated cost of each project is shown. The actual cost of a project listed for FY 2017-2022 can vary depending on when it is implemented in the multi-year period.

The listing of projects is arranged in eight columns:

Route/Street	Location	Improvements	Objectives	Est. Cost	County	MYP Years	
						Past	Current

**Route/Street** – Identifies the marked route(s) and street name

**Location** – Identifies project limits, length, and vital element

**Improvements** – identifies type of improvement

**Objectives** – Identifies the department's Long Term State Transportation Plan objective that this project addresses.

**Est. Cost** – identifies the estimated project cost

**County** – identifies county

**MYP Years Past** – identifies the number of years a project has appeared in the multi-year program. FY 1999-2003 is year one.

**MYP Years Current** – identifies projects scheduled for FY 2017 and those scheduled for FY 2018-2022.

*Project Footnotes denote special fund sources, participation requirements, and other important, project-specific information.*

Needs Category	Miles	Roughness(IRI)	Rutting	AADT	Truck Pct	NHS
BACKLOG	1.75	NOT ACCEPTABLE	0.09	97,529	12.1	Y

**Needs Category** – Provides an overall condition of a route. This condition is based on multiple factors including the Condition Rating Survey (CRS), the traffic a highway carries (ADT), the highways functional classification, pavement width, and the highways geographic location (northern or southern and urban or rural). This categorization is divided into three subcategories allowing the department to describe the condition in terms of acceptable, accruing, or backlog.

ADEQUATE – The condition of the highway ranges from good to excellent; no improvements are needed at this time.

ACCURING – The condition of the highway is expected to deteriorate to backlog condition within the next 6 years.

BACKLOG – The condition of the highway has deteriorated to the point where an improvement is needed now.

**Miles** – Identifies project length.

**International Roughness Index (IRI)** – A measured value that is used to determine the roughness or ride quality of a section of highway. It is the accumulation of the inches of vertical movement of a vehicle over a highway surface adjusted to reflect the rate per mile. The lower the value the smoother the ride, higher values indicate a rougher ride. This category is divided into three subcategories allowing the department to describe the condition in terms of GOOD (rating range is below 95), ACCEPTABLE (equal to fair, rating range is 95-170), and NOT ACCEPTABLE (equal to poor, rating range is above 170).

**Rutting** – A measured value of the longitudinal surface depressions in the highway wheel path. It is measured in inches and averaged over the highway section. Rutting is caused by compaction or lateral movement of materials due to traffic load.

**AADT** – Identifies the average volume of traffic for one day (24 hour period).

**Truck Pct** – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.

**NHS** – Shows if this route is designated as part of the National Highway System.

Structure Status	AADT	Truck Pct	Str Number	NHS
STRUCTURAL BACKLOG	61,700	8.1	0060036	N

**Structure Status** – Designation of the overall condition of the structure. This is divided into six subcategories –

- ADEQUATE – Structures that do not meet the criteria for a BAMS table, are not structurally deficient (SD) or functionally obsolete (FO) and not in any needs category for backlog or accruing.
- FUNCTIONAL LONG TERM - BAMS tables 15 & 16 are functionally obsolete and needs category of long term accruing.
- FUNCTIONAL ACCRUING - BAMS table 14 is functionally obsolete and needs category of short-term accruing.
- STRUCTURAL ACCRUING - BAMS tables 10-13 are structurally deficient and needs category of short-term accruing.
- FUNCTIONAL BACKLOG - BAMS tables 7-9 are functionally obsolete and needs category of other backlog.
- STRUCTURAL BACKLOG - BAMS tables 1-6 are all structurally deficient and have a needs category of critical backlog for BAMS 1-4 and other backlog for BAMS 5 & 6.

**AADT** – Annual Average Daily Traffic

**Truck Pct** – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.

**Str Number** – Unique identification number assigned to each structure.

**NHS** – Shows if this route is designated as part of the National Highway System.